PLANNING COMMISSION REPORT



MEETING DATE: April 19, 2006	ITEM NO.	GOAL: Coordinate Planning to Balance Infrastructure
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SUBJECT Transportation General Plan Amendment - 3-GP-2006

REQUEST Request to approve a non-major General Plan Amendment to the Community Mobility Element of the General Plan.

Key Items for Consideration:

- Support light rail as an alternative mode of transportation for the Scottsdale Road Corridor.
- Coordination with the Transportation Master Plan

APPLICANT CONTACT Lusia Galav, AICP

City of Scottsdale 480-312-2506

LOCATION City-wide

BACKGROUND General Plan.

Arizona State Law (ARS 9-461-05A) requires that each city adopt a comprehensive, long-range plan to guide the physical development of their community. The City of Scottsdale General Plan was adopted October 30, 2001 and ratified by the Scottsdale citizens March 12, 2002. The General Plan is comprised of several elements, one of which is the Community Mobility Element. The Community Mobility Element policies concentrate on providing safe, efficient and accessible choices for the movement of people, goods and information.

APPLICANT'S PROPOSAL

Goal/Purpose of Request.

At the March 8, 2006 meeting, the Planning Commission voted unanimously (7-0) to initiate a text amendment to the General Plan. Specifically, the action was to add language to the Mobility Element strengthening support for light rail and other modes of moving people and goods in and through the City of Scottsdale. The Planning Commission discussion focused on the Scottsdale Road corridor.

Scottsdale Road is classified as a Major Arterial on the Street Classification Map. As such, Scottsdale Road is a regional level roadway. The General Plan describes the regional level as comprising transportation systems that travel through and beyond the city borders.

The General Plan (page 177) lists the Goals and Approaches for the Regional System. Goal #1. Protect the function and form of regional air and land corridors, Approaches (Bullet #8) states: "Embrace future modes and methods

of moving people, goods and information". The Planning Commission recommended additional language so that this Approach would read as follows:

Embrace future modes and methods of moving people, goods and information SUCH AS LIGHT RAIL, BUS RAPID TRANSIT, MODERN STREETCAR, ETC.

A Transportation Master Plan is in the process of being developed. The Transportation Department is working with a consultant to prepare a comprehensive look at the city's entire transportation system. The process is expected to last a year to eighteen months with final plan adoption scheduled for late winter 2006/2007.

One of the components of the Master Plan is Phase II of the High Capacity Transit Study to determine technologies to be used in the Scottsdale Road corridor and those technologies integration with the city and region's transit systems. Phase I was adopted by City Council in 2003 and identified Scottsdale Road as the corridor for high capacity transit.

To further support alternative modes on Scottsdale Road and coordinate with the Transportation Master Plan process staff recommends the following "Approach" be added to Goal 1.:

"DESIGN THE APPROVED SCOTTSDALE ROAD HIGH CAPACITY TRANSIT CORRIDOR TO ACCOMMODATE THE TECHNOLOGY OR TECHNOLOGIES DETERMINED IN THE TRANSPORTATION MASTER PLAN".

The Transportation Master Plan will use the goals outlined in the city's 2001 General Plan as amended to identify projects and programs to address transportation needs and objectives. The proposed text amendments will assure that all modes of travel will be evaluated for the Scottsdale road corridor.

IMPACT ANALYSIS

Policy Implications.

The proposed text amendment is consistent with Scottsdale Values in the Mobility Element specifically the following:

- Mobility choices that reflect the community's diverse needs and lifestyle in all areas of the city, respect neighborhood dynamics, and reduce reliance on automobile.
- Use of technology to achieve a mobility system that meets community goals (safety, efficiency, accessibility, alternatives and choice, reduction of travel time, reduction of traffic congestion, improvement of air quality etc.); and

Regional Systems Goal #2, Approaches (Bullet #3)

Use technologies that will more efficiently move people, goods and

information throughout the networks.

Community Involvement.

The proposed amendment was advertised in the newspaper. A separate notification was sent to all those on the General Plan Interested Persons list. It is anticipated that significant community involvement will occur over the next 12-18 months as part of the development of the Transportation Master Plan.

Community Impact.

Support additional mobility opportunities for the residents of Scottsdale and the region.

STAFF

Recommended Approach:

RECOMMENDATION

Staff recommends approval of the text amendment to the Mobility Element of the General Plan as described in Attachment #1.

RESPONSIBLE DEPT(S)

Planning and Development Services Department

Current Planning Services

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ATTACHMENTS

Proposed Text Amendment Language

CITY OF SCOTTSDALE GENERAL PLAN

COMMUNITY MOBILITY ELEMENT Goals and Approaches

Regional Systems:

1. Protect the function and form of regional air and land corridors.

- Design all regional corridors to safely and efficiently move people, goods and information by using state-of-the-art technology (intelligent transportation management systems), and the integration of all modes.
- Maintain Scottsdale's high development standards. The character of regional corridors in Scottsdale should reflect an image that is uniquely Scottsdale through unified streetscapes, street signage, and public art.
- Enhance the natural beauty and unique character of Scottsdale through design and aesthetics of regional corridors.
- Coordinate all planned and existing regional links by actively working with adjacent jurisdictions (e.g. Scottsdale/Tempe Major Investment Study).
- Seek new opportunities for alternative modes of transportation or choices and carefully integrate all modes: motorized, non-motorized, electronic, and air, etc.
- Coordinate transportation and technology planning with land use planning to provide a continuous and integrated system of mobility.
- Develop innovative designs to reduce conflict points between various means of travel/user groups while improving the efficiency of the regional links.
- Embrace future modes and methods of moving people, goods, and information, SUCH AS, LIGHT RAIL, BUS RAPID TRANSIT, MODERN STREETCAR, ETC.
- Protect the regional corridor flow and function by considering use of grade separations to enhance safety and provide choices for mobility of different modes.
- Control access to and from regional corridors to protect mobility within the corridor and to protect residential neighborhoods.
- DESIGN THE APPROVED SCOTTSDALE ROAD HIGH CAPACITY TRANSIT CORRIDOR TO ACCOMMODATE THE TECHNOLOGY OR TECHNOLOGIES DETERMINED IN THE TRANSPORTATION MASTER PLAN.